DESU has taken action for repairs and recommissioning of these units.

(e) The comparative power supply position in Delhi during summer season in 1989, 1990 and 1991 is as follows :—

(Million Units)

	1989	1990	1991
	April-June	April-June	April-June
Requirement	1985	2245	2362
Availability	1962	2228	2326
Deficit (%)	23(1.2)	17(0.8)	36(1.5)

LOSS IN INDIAN AIRLINES

962. SHRI MADAN LAL KHURANA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the Indian Airlines continue to be incurring loss consecutively for the third year;

(b) if so, the loss incurred by the Indian Airlines during the last three years, year-wise and the reasons therefor;

(c) the measures taken to tone up the functioning of the Indian Airlines;

(d) whether the Indian Airlines is paying commission to the travel agents on domestic tickets;

(e) if so, the details of the commission paid during the past twelve months;

(f) the reasons for paying commission to travel agents when the Indian Airlines has no private Competitor in domestic flights; and

(g) the measures taken to scrap the commission system in the sale of Indian Airlines tickets forthwith ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) to (e) A statement is attached.

(f) and (g) Commission to travel agents is paid for the various facilities and services provided by them to the customer. Sale of tickets through travel agents is a well recognised and widely followed system by airlines all over the world. There is no justification to discontinue this system by Indian Airlines.

STATEMENT

Part (a): Indian Airlines is incurring losses since 1989-90.

Part (b): Year	Losses	Main Reasons for loss
1989-90	Rs. 15.24 Cr.	1. Heavy incidence of depreciation and interest on borrowed funds due to induction of A-320 fleet.
		2. Grounding of A-320 fleet.
1990-91 (Prov.)	Rs. 82.75 Cr.	1. Grounding of A-320 fleet.
		2. Incidence of depreciation, interest and insurance charges.
		3. Increase in cost of fuel.

Part (c) : The following steps have been taken to improve the performance of Indian Airlines and to curb its expenses :—

(1) Scheduling of aircraft matching with traffic demand and improvement in passenger overall load factor;

(2) Better utilisation of the fleet;

(3) Reduction in revenue expenditure;

(4) Deferment/avoidance of expenditure of capital nature;

(5) Control on additional recruitment of staff;

(6) Close monitoring of one-time performance and fleet utilisation;

(7) Improvement in passenger sevices.

Parts (d) and (e) : Yes, Sir. Commission is payable to travel agents on domestic ticket at the following rates :

On basic fare	—5%
On fuel surcharge	—2.5%
On basic fare of tickets sold against Credit Cards	—2.5%

The total commission paid to Indian agents in 1990–91 was about Rs. 22.00 crores.

[*Translation*]

INTER-CITY TRAIN BETWEEN SURAT AND BARODA

963. SHRI KASHIRAM RANA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to introduce an inter-city train between Surat and Baroda in view of the density of passenger traffic;

(b) if so, by when; and

(c) whether the Government also propose to convert Ahinsa Express (Poona-Ahmedabad) into a daily train to meet the demand for an inter city train between Surat and Baroda ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

[*English*]

GANDHAR GAS BASED POWER PROJECT

964. SHRI KASHIRAM RANA : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) whether the Government of Gujarat has requested the Union Government that the Gandhar Gas-based power project may be for peak load and not for base load purposes;

(b) if so, when this letter was received by the Union Government; and

(c) if not, the time by which this project is going to be cleared as a base load power project ?

THE MINISTER OF STATE IN THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) : (a) A proposal for Gandhar Gas based combined cycle power station (615 MW) has been received from Gujarat Electricity Board (GEB) for base load operation.

(b) Does not arise.

(c) The project cleared by the Central Electricity Authority from techno-economic angle in October, 1989, is under examination of the Planning Commission.